The great Jewish immigration wave of 1925 brought many experienced business men to Palestine, who failed, however, to find occupation and had to leave the country. Conditions may improve if the fellaheen, as seems probable, take to more profitable branches of agriculture, and increase thereby their purchasing power. Further, one can count on a growth of the transit trade with Iraq and Persia through the new Haifa harbour, and as a result of the construction of a projected railway and motor road from Haifa to Baghdad.

Hotels, restaurants, places of amusement, and transport, which even to-day employ a large number of Jews, can be expected to develop still further with the growing tourist traffic. For centuries Palestine has been a sacred land of pilgrimage, and it still attracts Christians, Jews, and Mohammedans alike. Since the War, tourist traffic has greatly increased as Palestine has been linked up with the railway system of Egypt, the tourist country *par excellence,* and large modern hotels and good motor roads have been built. The Jewish work of reconstruction has attracted Jewish tourists from America and Europe. Every spring they visit Tel-Aviv, with its bathing-beach, marvellous climate, sporting, artistic, and social meetings, Jerusalem with its historic monuments, Haifa with its rising in-

dustries, and the agricultural settlements. The Zionists of the Diaspora now go to Palestine, as in previous times pious Jews went there on religious grounds. The main tourist traffic now lasts only from February till April or May. But the exceptionally mild and dry climate of the Jordan Valley, and the curative qualities of the Dead Sea and of the sulphur springs of Tiberias, may perhaps in future attract many visitors in search of recreation or cure, and may lead to the establishment of winter and health resorts.

Agriculture could offer openings to further tens of thousands of new settlers, if marshy districts, such as Beisan